

Virginia AVIATION

Published by THE Virginia Department of Aviation

SEPT/OCT 2003

National Air Tour 2003 lands in Richmond

Cities across the eastern United States have been experiencing a time warp. More than 25 rare, historic aircraft from the 1920s and 1930s departed recently from Willow Run Airport in the metropolitan Detroit area for a 4,000-mile journey to 26 cities across the eastern United States.

The aerial armada, known as the National Air Tour 2003, is the historic flight re-creation of the National Air Tours that took place annually from 1925-31 to introduce America to the concept of civil and commercial flight.

"This year marks a centennial since the Wright brothers demonstrated that powered flight was possible. As we travel from city to city in these rare, antique airplanes, we hope to share the story of a rather romantic period in history known as the Golden Age of Aviation" said Greg Herrick, president of the Aviation Foundation of America, the

nonprofit group responsible for organizing the Tour. "The National Air Tour 2003 represents this Golden Age and laid the groundwork for our modern system of air travel by promoting such basic concepts as safety, reliability and even all-metal aircraft."

National Air Tour 2003 Lands in Richmond

The National Air Tour 2003 landed at Richmond International Airport on

the morning of September 21st. The crowd was eager to get a look at these wonderful vintage aircraft up close. The pilots were gracious in allowing visitors to ask questions and get a first hand look at the planes. After fueling up and having a snack and tour of the Virginia Aviation Museum, the tour left for Frederick, Maryland.

(see [Air Tour](#) cont. on pg. 2)



The National Air Tour 2003 made a mid-morning stop at RIC for snacks, fuel and a visit to the Virginia Aviation Museum.

30th Annual Virginia Aviation Conference Held

The 30th annual Virginia Aviation Conference was held recently at the Omni Richmond Hotel. The theme for this year's conference was "Rising to the Occasion, Entering the 2nd Century of Flight."

Sponsored by the Virginia Department of Aviation, Virginia Aviation Board, the Virginia Airport Operators Council and Virginia Aviation Business Association, the conference allows the aviation community to come together for informative discussions and meetings.

This meeting of airport managers,

sponsors, consultants, government officials and others with an interest in aviation in Virginia offered breakout sessions on a number of timely topics and ran concurrently with a Virginia Aviation Board meeting. Some of the topics included Runway Safety, Aviation Security and General Aviation Initiative (Internet Web Page, Vulnerability Assessment, and Airport Operations Outreach). An exhibit hall featured displays for a wide range of airport-related products and services.

Lt. Governor Tim Kaine was the

featured speaker for the opening session of the conference. He spoke on the need for more funding by the legislature for security at the Commonwealth's 58 general aviation airports and that the security at general aviation airports is a critical part of our fight against terrorism.

(see [Conference](#) cont. on pg. 6)



(Air Tour cont. from pg. 1)

1929 Air Tour Arrives at Byrd Field

The 1929 National Air Tour arrived at Richmond's Byrd Airport. The stop



was hosted by the Hotel Men's Association and included a ham dinner and entertainment at the Loew's National and Colonial theaters.

In preparation for the Tour's arrival, Byrd Airport cut the grass on the runway, laid white lines to mark the edges of the airstrip and poured concrete in front of the Pitcairn Aviation hangar. According to newspaper reports, the pilots on the Tour claimed Byrd Airport was one of the best.

Dozens of Rare Airplanes — the Kind in Museums

The aircraft on Tour are among the best of America's vintage fleet and include Ford, Stinson and Bushmaster



Tri-Motors, Sikorsky flying boats and even open cockpit biplanes designed to give pleasure rides. Each airplane is being flown by volunteer pilots and crew from 20 states and Canada. Some aircraft are original to the Tours and many are among only a handful of their type that remain in the world. The National Air Tour 2003 marks the first time many

of the aircraft have flown together since the Golden Age of Aviation.

National Air Tours of Yesterday and Today

One hundred years ago, the Wright brothers proved flight was possible. From 1925-31, the National Air Tours demonstrated flight was safe and practical.

The National Air Tours were conceived by a group of "air-minded" Detroit businessmen, receiving significant support from Henry Ford and his son,



Edsel B. Ford, to introduce Americans to the concept of air travel. During its seven-year run, the National Air Tours traveled more than 29,000 miles and visited 114 cities, demonstrating safe, reliable air travel to people who previously considered aviation a military function or for daredevils.

In its own centennial year, Ford Motor Company is celebrating 100 years of powered flight and its rich aviation heritage by sponsoring the National Air Tour 2003 — just as it did the original tours.

Pictures: Top is a 1929 New Standard flown by Bob Lock of Waldo Wright's Flying Service, Powell, Ohio. Middle pictures is of a 1928 Travel Air flown by John P. Coussens of Stanwood, Washington, a 1929 WACO ASO, flown by Richard Hornbeck and Roger Poor and a 1931 Sikorsky S-39-C, flown by Dick & Pat Jackson and Bill Thaden. Bottom picture is of the FAA's DC-3 which was recently refurbished for the Tour.

Virginia Aviation Events

October 21, 2003 Virginia Aviation Board Workshop will be held beginning at 3:00 p.m. at the Massey Building, 5707 Huntsman Road, Richmond International Airport, Virginia. No formal actions by the Board will be taken at the workshop. All formal actions will take place during Virginia Aviation Board meetings. Schedule and meeting place subject to change - for additional information contact Carolyn Toth, Administrative Assistant, at 804-236-3637.

October 22, 2003 Virginia Aviation Board Meeting will be held beginning at 9:00 a.m. at the Massey Building, 5707 Huntsman Road, Richmond International Airport, Virginia. Schedule and meeting place subject to change - for additional information contact Carolyn Toth, Administrative Assistant, at 804-236-3637.

December 9, 2003 Virginia Aviation Board Workshop will be held beginning at 3:00 p.m. at the Massey Building, 5707 Huntsman Road, Richmond International Airport, Virginia. No formal actions by the Board will be taken at the workshop. All formal actions will take place during Virginia Aviation Board meetings. Schedule and meeting place subject to change - for additional information contact Carolyn Toth, Administrative Assistant, at 804-236-3637.

December 10, 2003 Virginia Aviation Board Meeting will be held beginning at 9:00 a.m. at the Massey Building, 5707 Huntsman Road, Richmond International Airport, Virginia. Schedule and meeting place subject to change - for additional information contact Carolyn Toth, Administrative Assistant, at 804-236-3637.

December 17, 2003 100th Anniversary of Powered Flight. For information on centennial events visit the [Wright Brothers Memorial](#) web site or the [First Flight Centennial](#) web site.

Submit upcoming event information to:
Newsletter Editor 5702 Gulfstream Rd
Richmond, VA 23250-2422
(804) 236-3631 fax (804) 236-3635
e-mail: sdye@doav.state.va.us

Virginia Can't Delay Airport Security

By Tim Kaine

Some of the terrorists who perpetrated the 9/11 attacks on the Pentagon and World Trade Center obtained flight training at general aviation airports in the United States. These infamous attacks, and subsequent information obtained by law enforcement authorities, put us on notice that security at general aviation airports is a critical part of our fight against terrorism. But, in a devastatingly shortsighted move, the Virginia legislature eliminated all funding for general aviation airport security this year. Virginia cannot wait until 2004 to begin addressing this huge gap in our safety net.

There are 58 small airports in Virginia used for all forms of aviation activity that is not scheduled airline or military operations. Our network of community airports—from Lonesome Pine Airport in Wise County to the Chesapeake Regional Airport—is the envy of other states and these facilities contribute significantly to the economic vitality of the Commonwealth.

After 9/11, the security concerns posed by these airports are obvious. Most have only minimal security. Most are within close range of key infrastructure—bridges, power plants, military installations, and governmental facilities. State and federal officials have received information warning that general aviation aircraft could be stolen and used to damage critical facilities. Recently, Virginia officials have realized that due to inaccurate information nearly 3000 planes that list Virginia as their registration address are not licensed with the state.

While the federal government plays the lead role in security provisions at the state's major passenger airports, the safety of the 58 community airports is primarily a matter for the state and lo-

cal communities they serve. Recognizing the importance of better security, the Secure Virginia panel (the state's anti-terrorism panel on which I serve) recommended to the Governor last year that we find state funds to begin an upgrade of community airport security to protect against terrorism. There is an immediate need for thorough safety audits, comprehensive security improvements, and better information about the planes parked at the airports.

Of course, airport security costs money and the state budget is tight. But, the safety of our citizens is paramount and must come first. Moreover, there is a special source of funds that was available to make the needed safety improvements. Those who own and use general aviation aircraft pay certain taxes directly into the Aviation Special Fund. When the General Assembly began its 2003 session, there was enough money in that fund to undertake audits and begin the process of needed improvements at Virginia airfields. We should have been underway on the improvements by now.

Instead of allowing the Department of Aviation to use the dedicated monies for airport security, the General Assembly took \$2.3 million from the fund for their own unrelated projects. Removing these funds eliminated the aviation revenue committed to improving security at our community airports. The aircraft users who pay into the special fund should be outraged.

During the veto session, Governor Warner tried to convince the legislature to restore \$1 million to airport security so that Virginia could at least begin the process of making needed safety improvements. The House of Delegates killed the Governor's proposal, despite the Secure Virginia panel's recommen-

dation that such improvements were a critical need. Thus, legislative action again left no dollars in the Aviation Fund for airport security. The General Assembly has effectively delayed major action on this safety priority until the next budget year, beginning July 2004, nearly three years after the 9/11 terrorists attacks.

The General Assembly's action in eliminating airport security money raises troubling public safety and fiscal issues. When we are on notice that community airports pose security concerns, how can we turn our backs on the need for safety improvements? Such improvements should rank high on any priority list for spending state dollars. Many of the legislators voting against airport security dollars voted to spend nearly \$1 million on a horse center near Lexington. Which priority is truly a core function of government?

Why is airport security a victim of partisanship? The Secure Virginia panel, chaired by former Lieutenant Governor John Hager, is fully bipartisan. When Governor Warner, recognizing the serious consequences of the legislature's action, proposed an amendment to save at least some funds for airport security, only one of the 64 House Republicans (Hanover's Frank Hargrove) voted to accept the budget amendment. Are we to the point that petty internal skirmishes block people from clearly seeing the needs of the Commonwealth?

The Secure Virginia panel remains committed to working with the Administration to find a way to begin security improvements before the next budget year. The search for an immediate solution is critical. Knowing what we know, we cannot afford to wait.

Civil Air Patrol seeks Virginia pilots

The United States Air Force Auxiliary, known as the Civil Air Patrol (CAP), is currently recruiting new members to assist in search and rescue and disaster relief operations as well as mentor young prospective aviators. The CAP is a volunteer organization made up of pilots and non-pilot aviation enthusiasts of all ages and walks of life. In Virginia, the CAP works closely with the Department of Emergency Management in a variety of emergency capacities including disaster relief missions, missing person searches, and missing, or overdue aircraft. In 2002 alone, the Virginia Wing of the CAP responded to

89 missions, flying 214 hours of mission support.

In addition to emergency services work, CAP pilots also support an exciting aviation cadet and aerospace education program. Pilots working with the cadet program fly youths as young as 12 on orientation flights where they have an opportunity to develop a love of flying. In addition to orientation flights, many CAP pilots work with the cadets to teach them aerospace education, moral leadership, and physical fitness.

CAP is also looking for flight instructors. CAP flight instructors perform flight instruction by giving annual recurrency checks to CAP pilots and helping rusty pilots attain flight proficiency. Opportunities exist to instruct cadet mem-



Civil Air Patrol pilot, Rob Scott, flies an emergency services training mission.

bers as well.

Pilots and flight instructors in the CAP mostly fly CAP corporate owned aircraft. The fleet consists primarily of well equipped IFR Cessna 172s (180hp). Several 182s, a Maule, and a glider round out the Virginia fleet of 13 aircraft. Pilots must have 200 hours as PIC and receive specialized training to perform search and rescue operations but a variety of flying opportunities exist for pilots with fewer hours.

To learn more about the Virginia Wing of the Civil Air Patrol, go to www.vawg.cap.gov or call (804) 743-2220.



Civil Air Patrol pilot Jordi Catusus takes several cadet members of the Civil Air Patrol on an orientation flight to learn about flying.

U.S. Secretary of Transportation appoints Newport News/Williamsburg International Airport Executive Director to Management Advisory Committee

The United States Secretary of Transportation, Norman Mineta, has appointed Jim Smith, Executive Director of the Peninsula Airport Commission to the Federal Aviation Administration Management Advisory Council for a term of 3 years.

The Advisory Council is a Congressionally-mandated committee charged with providing the FAA Administrator with advice and counsel in the areas of management, policy, spending and regulatory matters.

In appointing Smith, Secretary Mineta said, "You bring a wealth of experience within the aviation community that the Administration believes will greatly benefit the FAA."

Jim Smith has served as Executive Director of the Peninsula Airport Commission, operator of Newport News/Williamsburg International Airport, since June of 1992. Prior to that, Smith had previous airport experience at Sarasota, Fla., Philadelphia, Pa., Portland, Ore., Columbia, S.C. and Norfolk,

Virginia. Smith has a Bachelor's degree in Aviation Management from Auburn University and a Master's degree in Transportation from the University of South Carolina. Smith was a Presidential appointee serving on the Civil Aeronautics Board from 1980 to 1984.

Following his notification of the appointment, Smith said, I have known Secretary Mineta since 1980 and regard him as a great leader in Congress and the Administration. I am honored to provide whatever assistance I can to the Secretary and the FAA Administrator."

A brief history and a grand look ahead at aviation in Culpeper

By Tanya Woodward

From the early days of its conception in Culpeper, aviation has become a cornerstone for the economic development of the County. In the early 1920s barnstormers were taking up the locals for rides and the initial formation of flying clubs came in the 1930s. One of these flying clubs formed the airport we now know today as Culpeper Regional Airport.

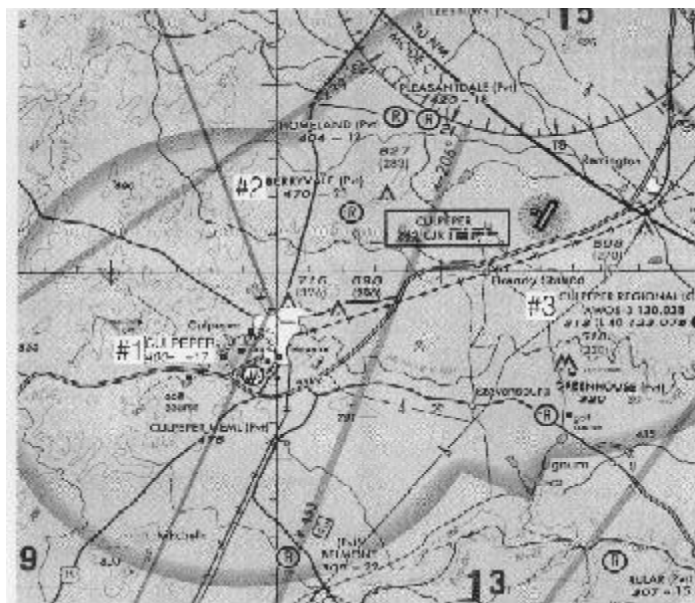
In 1946, Culpeper went from having no airports to having two airports. One airport was situated North West of town and the other was situated South West of town (across from the current Holiday Inn). The old airport situated North West of town is the present day Berryvale fly-in community. The grass strip is private and maintained by the property owners in Berryvale that just want to have their planes parked close to their house. The airport situated across from the Holiday Inn became the original Culpeper Airport and changed hands many times before finally closing in 1977.

In a few years both airports were having financial difficulty and it took a group of flying enthusiasts lead by Bill Carpenter, father of Glen Carpenter the present day Manager of White Hawk Aviation, to pull together to make one airport later named for a long-term mayor of Culpeper, T.I. Martin. However, as the town grew a need arose for a larger paved field. With some influential and political contacts, money was raised and Federal dollars granted and a new site was developed in Brandy Station. In 1969 the new T.I. Martin field opened, later to be renamed as the present day Culpeper Regional Airport.

Over the next 20 years the airport changed hands several times and in 1989 the County took over the operations of the airport. To help attract based planes and industry to the airport, the County reduced the personal property taxes on aircraft and also around

this time, J.J. Quinn a commercial pilot and aviation enthusiast, built a 90 unit t-hangar complex at the airport. Today, the County owns this unit and it is full with a waiting list of over 100 people!

This brings me up to the time that I started working at the airport, 1991. Over the next twelve years we would work through an extensive FONSI (finding of no significant impact) for the archaeological sites at the airport; build a much needed parallel taxiway; build 15 additional t-hangars; a corporate hangar; a new tie-down apron; and do a tremendous amount of obstruction removal. Currently, we are extending our runway and rehabilitating the apron in front of the present terminal building as well as installing a Localizer. Our navigational aids include a VOR approach, an NDB and AWOS. We also have DTN for weather tracking all over the globe. We sell aviation fuel, charts, maps, and oil. We have over 130-based aircraft and in combined waiting lists for hangars we have over 130 people on the lists. We also have a FBO offering aircraft maintenance and



Washington TCA map modified to show location of Berryvale fly-in community, and all Culpeper Regional airports. Culpeper was established by the Town of 1846 and closed in 1977. Berryvale was opened by Clara Reynolds at Reynolds Air Field also in 1946, and was later added as a home for those who want their planes parked near to their home. Culpeper Regional opened in November 1969 and is named for T.I. Martin, a former mayor of Culpeper. Old Culpeper Regional from a 1947 Section chart, supplied by Charlie Kopp, VEH's Southern Virginia Chapter. Map work by Brian L. Davis.

flight instruction on the field. In the near future we will build a new terminal building and additional tie-down aprons.

We encourage anyone interested in aviation to come check out the airport. We have some of the finest aircraft in the United States based here, although I may be a bit partial. We hold an annual Air Fest in October (this years' has been cancelled due to construction) and that is a great time to see these planes close up and meet the proud owners. Aviation is very much alive and thriving in Culpeper and because of the support of the local aviation enthusiasts it will continue.

[A special thank you to Glen Carpenter for his wonderful memories, pictures and articles of aviation past that greatly assisted in the writing of this article.]



(**Conference** cont. from pg. 1)

Richmond International, the host airport, provided a great reception at the Science Museum of Virginia as well as an IMAX movie "Wings of Courage" for conference attendees.

The annual Virginia Aviation Awards Banquet, was held to honor those who have made significant contributions to Virginia aviation over the past year.

The 2003 Award for the Virginia Airport Manager of the Year was presented to Michael St. Jean. This award was given in recognition of his exemplary performance as Airport Director of the Virginia Tech-Montgomery County Executive Airport during the airport's sponsorship change from Virginia Tech to the Virginia Tech-Montgomery Regional Airport Authority.

Charlie Lamb was selected as the 2003 Virginia



Aviation Person of the Year. This award was given in recognition of his dedication to and knowledge of aviation and airports and his understanding of the importance in seeing the best and brightest young minds continue contributing to advances in aviation. His appreciation of this pressing need was exemplified in 2002 by his generous gift to the John R. Lillard Scholarship Fund.

The 2003 Lifetime Achievement Award was presented to James L. Bland in recognition of his lifetime of contributions toward the improvement of Virginia's Air Transportation System. Jim's leadership and dedicated service to the Commonwealth as Manager of the Virginia Department of Aviation's Airport Services Division is unparalleled and reflects his comprehensive understanding of the needs of Virginia's airport system. His broad vision, depth of knowledge, quiet confidence and strong character make him an extraordinary asset to Virginia aviation.

The Virginia Finest Pilot Award was awarded to Hyde C. Perce. This award is presented by Angel Flight of Virginia and the Virginia Department



of Aviation to a Virginia pilot who has made an outstanding contribution to the health and welfare of Virginia citizens through provision of no-cost, long-distance medical air transportation through the Angel Flight of Virginia program. Hyde began flight training in 1989. A private pilot with an instrument rating, he owns a Piper Archer based at Williamsburg-Jamestown Airport. He joined Angel Flight in 2000 and has flown 69 missions for a total of about 46,000 miles. He has also served as a volunteer in the Angel Flight Virginia Beach office.

Virginia's Top Eagle Awards are usually presented to three Virginia pilots who, in the past year, introduced the most young people to the joy of flight as a part of the Experimental Aircraft Association's Young Eagles Program. This year there was a tie so four pilots were named Top Eagles. "Top Eagle #1" is Charles Curtis of Newport News, Virginia who flew 84 Young Eagles. "Top Eagle #2" is Russell Page, of Norfolk, Virginia, who flew 78 Young Eagles. And "Top Eagle #3" was a tie, Raymond Judd of Huddleston, Virginia, and George Smith of Ashburn, Virginia, both flew 71 Young Eagles.

The Virginia Department of Aviation is pleased to congratulate all of the 2003 Virginia Aviation Awards winners and thank them for their outstanding contributions to Virginia Aviation.

ISABEL CRASHES VIRGINIA STATE EAA FLY-IN PARTY

Most Agree With Decision to Continue Event

By Dee Whittington

After Hurricane Isabel swept through eastern North Carolina on September 18, it cut a swath of destruction through Central and Tidewater, Virginia, nailing Dinwiddie County Airport (PTB) with 75 mph winds and driving rain. The Virginia State EAA Fly-in Board decided before the hurricane hit that it would not cancel their September 19-20 event unless absolutely necessary. Although many volunteers had no power at home, had trees down and

other storm damage, most showed up as scheduled to pitch in and make the fly-in happen.

The mood throughout the weekend was incredibly upbeat, with most agreeing with the decision to hold the fly-in. Yearlong preparations resulted in a safe, albeit smaller, fly-in. That EAA "can-do," spirit was evident throughout the weekend.

Attendance was about 35 percent of the 2002 fly-in, which is remarkable

considering the conditions: the storm knocked out power at the airport and damaged some T-hangars; most area hotels and motels lost power and water services; and an unprecedented 80 percent of state residents were without electricity at some point, according to media reports.

Isabel struck PTB on Thursday, September 18-the scheduled "set-up day"-forcing a skeleton crew to work (see **EAA** cont on pg. 7)

Atlantic Coast Airlines seizes Dulles opportunity

Plans to launch new Low-Fare Airline

Atlantic Coast Airlines (ACA) has announced plans to launch a new low-fare airline based at Washington Dulles.

The new, as yet unnamed carrier is expected to build upon ACA's existing asset base, which includes a vibrant employee team, a modern regional jet fleet, maintenance facilities, and a cash reserve of more than \$200 million. (The last successful low-fare start-up, JetBlue, began from scratch with the then unprecedented cash reserve of \$100 million.)

The new carrier's operations likely will use ACA's existing regional jet fleet in regional markets with fares expected to be about 60% lower than current fares. ACA currently is negotiating purchase of a mainline fleet to support its expansion into markets that fit the conventional low-fare concept.

ACA's Move Could Stimulate Low-Fare Competition at Dulles

To-date, the nation's low-fare carriers have rarely gone head-to-head with each other. That may be about to change

with Dulles becoming the first arena for direct competition between low-fare airlines. Low-fare carriers now command 35% of the nation's domestic market, and Washington Dulles is one of the few remaining markets with mega low-fare potential.

A forgotten factor that helps keep costs down, is the low-fare carrier's ability to grow rapidly. Conversely, the network airlines' corresponding inability to grow tends to increase their costs.

As all low-fare markets get taken, the industry's ability to sustain its growth may eventually bring the carriers into head-to-head competition for market control. ACA is expected to start its low-fare operation at the regional level where low-fare regional jet service can stimulate these smaller markets for the first time, then acquire larger mainline jets with which to mount a more traditional low-fare operation in the many markets not currently served from Washington Dulles.

The combination of low-fare regional and mainline connections at Dulles will provide ACA with a power-

ful new concept with which to expand. A hallmark of low-fare success to date has been the simplicity provided by a carrier's focus on a single aircraft type. JetBlue broke ranks with this concept when it ordered a second aircraft type in May, namely Embraer 190 jets with only 100 seats.

ACA's relatively young management team has a 14-year track record of innovation leading to profitable operation. In the early 1990's after some initial losses, the carrier's management essentially reinvented the regional airline.

Their aggressive application of information and avionics technology to all phases of an airline's operation made them a world leader and their application of regional jets helped fill an East Coast void in United's global route system. "ACA's image has been largely hidden behind the United Express banner, but no one should be surprised by their latest move or about their ability to pull it off," Schefer said.

(Source : WATF)

(EAA cont from pg. 6)
until dark on Friday. Saturday dawned with beautiful flying weather as final

- VIRGINIA AVIATION -

*Published bi-monthly by the
Commonwealth of Virginia,
Department of Aviation,
Public Relations Division in the
interest of and for the promotion
of aviation.*

CHARLES MACFARLANE
Director

CHERRY EVANS
Manager

SETH DYER
Editor

Please send material for publication to:
Editor, *Virginia Aviation*
newsletter 5702 Gulfstream Road
Richmond, VA 23250 or e-mail to
sdye@doav.state.va.us

preparations continued. The pancake breakfast started right on schedule at 8 a.m. with a small generator powering the refrigerators and large, 300-pound blocks of ice. By mid-day, the ramp was full of airplanes and cars filled the main parking lot. Two shuttles, including a marvelous new design built by EAA Chapter 231's Cliff Martin, transported RV campers, volunteers, and some ultralight pilots from the west side of the field to the main ramp. Some forums had to be canceled due to a lack of power, but on Sunday, one of the vendors parked his RV next to the Exxon forum tents and provided power for projectors and AV equipment.

Sunday's ground fog cleared a couple of hours after sunrise, clearing the way for more planes. Wet, saturated grounds severely affected the powered

parachute and ultralight areas as Isabel's rains re-soaked the already wet field and prevented tent camping. However, the new ultralight runway, raised well above the surrounding area, was in excellent shape and saw many takeoffs and landings.

The afternoon air show went on as scheduled when required emergency services, understandably busy with Isabel-related duties, returned to PTB just in time.

Performers included the John Deere Flying Lawn Mower from the Hardee's Air Show Team; the Split Image Pitts Aerobatic team; Charlie Schwenker smoking the sky with his Extra 300; and the return of Charlie Kulp's Flying Farmer, a fixture for decades in Central East Coast air shows. The public ad- (see EAA cont on pg. 8)

Charlottesville-Albemarle Airport Authority and Piedmont-Hawthorne partner to construct additional hangar facility

The Charlottesville-Albemarle Airport Authority announced today that it has entered into a twenty-five (25) year land lease with Piedmont-Hawthorne Aviation, Inc. for the construction of a new hangar facility at the Charlottesville-Albemarle Airport.

The hangar is designed to meet growing demand for storage of based and visiting aircraft at the Charlottesville-Albemarle Airport by providing up to 23,000 square feet of space to accommodate this need.

"We're very pleased to have the opportunity to partner with Piedmont-Hawthorne Aviation, Inc. to develop this new facility to meet the needs of our general aviation aircraft owners and users," stated Mike Matthews, Chairman of the Charlottesville-Albemarle Airport Authority. "One of the key fo-

cal points for the Airport Authority is to meet and exceed customer expectations for service and facilities. Piedmont-Hawthorne Aviation, Inc. is a very professional and dynamic aviation business partner and we look forward to working with them on this very exciting project."

In response to this announcement, Roger Davis, District Manager of Piedmont-Hawthorne Aviation, Inc. indicated, "The Charlottesville-Albemarle County market represents a very important element of our business and we are excited about the opportunity to expand our facilities in order to meet the growing needs of our customers."

It is anticipated that construction on the new hangar facility could commence within the next 4 to 6 months and be available for use in late 2004.

(EAA cont from pg. 7)

dress played Happy Birthday for Charlie, who turned 78 on opening day.

Prize drawings were held after the air show for Bobby Clarke's beautifully crafted and painted Chris-

ten Eagle pedal airplane; a Garmin 195 GPS; and an ICOM A-22 Nav-Com. In addition, three pilot's names were drawn for oil cooler overhaul coupons provided by Pacific Oil Cooler Services.

If you are interested in learning more about what is going on in the Department of Aviation, please call our office at (804) 236-3624 or our Sponsor Hotline at (800) 292-1034. Visit our website for updates on future events at: www.doav.state.va.us.

Centennial celebration at EAA AirVenture

The 51st annual Experimental Aircraft Association fly-in, EAA AirVenture Oshkosh, celebrated the centennial of flight in a big way during its run July 29-August 4. Among some of the facts and figures are:

- Total estimated attendance: 770,000
- Total estimated aircraft flown to the event (both at Oshkosh and surrounding airports): 11,000
- Total showplanes at Oshkosh in 11 judging categories: 2,960 (record; previous record 2,743 in 1998). Includes 825 homebuilts, 1,224 vintage, 405 warbirds, 357 ultralight/light planes, 129 seaplanes and 20 rotorcraft.
- Registered media: 1,075 from five continents
- Commercial exhibitors: 807
- International visitors registered: 2,249 from 68 nations (Top three: Canada 516, South Africa 366, Australia 266)

EAA AirVenture Oshkosh is the world's premier aviation event and EAA's yearly membership convention.

EAA AirVenture 2004 will be held July 27-August 2; please visit www.eaa.org for more information.



Commonwealth of Virginia
Department of Aviation
5702 Gulfstream Road
Richmond, VA 23250-2422

Presorted
Standard
U.S. POSTAGE
PAID
Richmond, VA
Permit No. 949